



# PUBLIC MEETING REPORT

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## Martin Luther King, Jr. Drive Corridor Transportation Study

*Prepared for*  
City of Atlanta, Bureau of Planning

*Prepared by*  
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August 2005  
*Draft as of September 30, 2005*



## **1.0 Introduction**

### **Martin Luther King, Jr. Drive Transportation Corridor Study**

The purpose of the Martin Luther King, Jr. Drive (MLK) Corridor Transportation Corridor Study is to identify opportunities to improve a number of issues along the corridor related to transportation, urban design, land use and zoning. Through a citizen-driven planning process, residents and business owners along the corridor have shared their views on the strengths and weaknesses of the MLK corridor and are developing strategic solutions to meet those needs.

### **Community Involvement Program**

The City of Atlanta recognizes that community involvement is central to the development of the MLK Corridor transportation plan and the public participation program was designed to reach out to residents, property and business owners in their communities. From the very beginning, the public, agency staff, community leaders and elected officials were invited to participate in the process and their involvement will be maintained throughout the study. Innovation and effectiveness permeates every facet of the public involvement program -- particularly in light of geographic diversity of the various road segments along the MLK corridor and necessity to stimulate meaningful dialogue about a number of quality of life issues facing the area. Through skillful application of carefully selected public involvement techniques, the study will build consensus on a set of transportation and related improvement strategies.

The following pages summarize the purpose, approach and key findings from the most recent phase of the community involvement program – August public meetings on proposed transportation, zoning and land use scenarios for eight activity nodes along MLK corridor.

## **2.0 Public Meeting Objectives**

The objectives of the August public meetings were to:

- Review the citizen feedback from the May 26, 2005 public meeting/charrette;
- Review the study schedule;
- Review the recommended solutions to the major themes emphasize such as:
  - ◊ Reducing congestion
  - ◊ Attracting higher end retail and restaurant services
  - ◊ Improving pedestrian facilities
  - ◊ Enhancing the public transportation system
  - ◊ Creating a coordinated theme or brand identity for the corridor and
  - ◊ Providing greenspace opportunities and connectivity to existing greenspace;
- Review and seek comments on the proposed scenarios for eight activity nodes along MLK corridor.



## PUBLIC MEETING SUMMARY REPORT

City of Atlanta Bureau of Planning  
Martin Luther King, Jr. Drive Corridor Transportation Study  
August 2005 Public Meeting

### 3.0 Public Outreach Approach

#### Activity Nodes:

The August public meeting was an open house format focusing on eight activity nodes along MLK corridor.

Node	Location	Node	
1	Fairburn Road	5	<b>H.E. Holmes MARTA Station</b>
2	Future MARTA Extension TOD	6	<b>Redevelopment Node West View</b>
3	Lynhurst Drive	7	<b>West Lake MARTA Station</b>
4	<b>Holmes Crossing/Holmes Station</b>	8	<b>Lowery Boulevard</b>

City of Atlanta staff and members of the Wilbur Smith Associates consultant team facilitated the meeting. The meeting date and location is listed below:

THURSDAY, AUGUST 18, 2005  
Adamsville Recreation Center  
3201 MLK, Jr. Drive  
Atlanta, GA 30311  
4:30 p.m. – 8:00 p.m.

#### Public Notices and Informational Materials

The City of Atlanta provided the study team with a comprehensive mailing list of property owners and occupants along the MLK corridor. A post card notice announcing the public meeting dates was mailed to over 3,500 residents just prior to the August meetings. The post card notice was also included in a regular mailing to Neighborhood Planning Units (NPU) within the study area. (See **Appendix A**, "Post Card Notice").

At the public meetings, a study team representative requested each participant sign-in and state how they heard about the meeting. In addition, each participant was provided a detailed agenda and a form to comment on the transportation, land use, and zoning recommendations for the MLK corridor.

#### Public Meeting Format

The three and a half hour meeting was set up as an open house with four stations. Planning team members were assigned to four stations located around the room. At each station maps and displays for two adjacent activity nodes along MLK corridor illustrated the existing conditions and proposed transportation, land use, zoning, and other recommendations. In a brief presentation, study team members outlined the analysis and preliminary recommendations for transportation, land use and zoning for each node. A lengthy discussion period followed the presentation where study team members answered questions, listened to comments and discussed various issues with each participant.

Presentations were held every hour beginning at 4:45 p.m.



#### **4.0 Summary of Public Comments**

Over 50 community members attended the August public meetings; however, a smaller number of respondents completed the public comment forms stating their opinion of the study recommendations and process. The comment forms should be viewed as general guidance on community preferences for each node along the corridor. The written comments from the forms and verbal comments during the question and answer period following each presentation were recorded by each study team member. A representative sample of the comments gathered appear are listed in the remainder of this section.

##### **Transportation**

- West Lake to Lowery... thank you for listening to the recommendations from the community regarding our desire NOT to have a raised median on MLK between West Lake and Lowery...very pleased to see that idea taken off the recommendations from last meeting... with the projected population growth within the City of Atlanta, do not believe taking away two lanes of MLK would be a viable "traffic calming" option.
- Not in agreement with MARTA Developments.
- Not in agreement with MARTA Station [development] near Adamsville.
- Reevaluate the change from Residential to Low Density Commercial in land use zone 10 between Howard Road and Wilson Avenue.
- Good recommendations.
- Is there a way that buses can pull into a "cul de sac" off the main road to pick up and discharge passengers...the continual stop-and-go traffic on MLK impedes traffic flow?

##### **Land Use and Zoning**

- West Lake...like the concept of the Live, Work, and Play plan for the West Lake MARTA Station area... think the proposed 393 residential units are too numerous... prefer 150 units...envision the type of retail that would support the community as a whole, for example, dry cleaners, coffee shops, newsstand
- Look forward to providing more input via the web.
- Surprised by the zoning changes
- Not clear about land development changes recommended.
- Not in agreement with buying parking lots and building multi-family houses.
- Not in agreement with buying senior citizens homes and relocating the seniors some where else.
- Revisit the idea of widening the road on MLK between Anderson Avenue and Florida Avenue
- Own a 2.5 acre tract on MLK at Wilson Avenue, across from the church at the end near West View Cemetery...this property has been owned by the Smith family since 1909...concerned about the amount of property that is proposed to be taken for the median as well as any incorporation of our property in the new commercial use rezoning...inform public the next time these issues will be considered by the area NPU and how input could be provided.

##### **Site Development/Redevelopment**

- A gate design to denote entrance into a residential community is needed.
- Gateway design coming off of I-285 (north and south) giving directions into the community is needed.
- Signage to Adamsville and Lynhurst Communities is needed.



## **PUBLIC MEETING SUMMARY REPORT**

### **City of Atlanta Bureau of Planning Martin Luther King, Jr. Drive Corridor Transportation Study August 2005 Public Meeting**

- Agree with adding sidewalks.
- Include more single family homes and maintain the existing historical homes already in the area.
- Improve the business district along the corridor.
- The strips along MLK from Anderson Avenue to Hightower is unsightly with few exceptions; support efforts to improve how it looks and flows, but let's not assume that homeowners have to give up their residences to reach the goals.

#### **Other Findings**

Additional responses to specific questions listed on the public comment forms indicated that:

- The majority of the respondents have attended previous MLK Corridor meetings.
- The majority of the respondents felt the presentations were informative, well organized, and helpful.
- The majority of respondents felt the background data/information (maps/displays) were meaningful.
- Most respondents felt the study had a clear process and goals.
- Most respondents felt the recommended solutions support the study goals.

#### **5.0 Next Steps**

The study team will use the public input gathered at the August meeting and previous sessions to complete the Final Report. The report is expected to be completed by the end of September 2005.



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**City of Atlanta Bureau of Planning  
Martin Luther King, Jr. Drive Corridor Transportation Study  
August 2005 Public Meeting**

### **APPENDIX A PUBLIC NOTICE**



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Martin Luther King, Jr. Drive Corridor Transportation Study  
August 2005 Public Meeting**

### **APPENDIX B PUBLIC MEETING MATERIALS**